

**Item 10: Presentation by Isobel Pastor (DfT) on DfT’s Airspace and Noise Policy Agenda**

**Item 10: Appendix A  
DfT Airspace and Noise Policy Focus Groups - Focus Group Schedule**

<b>Focus Group</b>	<b>Date and Time</b>	<b>Content</b>
1	<b>Friday 11<sup>th</sup> March</b> 10.30-13.30	Introduction Independent Aviation Noise Authority Government engagement
2	<b>Friday 18<sup>th</sup> March</b> 10.00-10.30  10.30-13.30	<i>Intro for those who didn’t attend 1<sup>st</sup> Focus Group</i>  Role of the Secretary of State in airspace change Definition of an airspace change Noise preferential routes
3	<b>Tuesday 21<sup>st</sup> March</b> 13.30-14.00  14.00-17.00	<i>Intro for those who didn’t attend 1<sup>st</sup> or 2<sup>nd</sup> Focus Group</i>  Concentration and respite Compensation Guidance to the CAA & environmental significance

**Focus Group Attendees**

Two representatives from each of the below groups are invited to attend. Representatives will be responsible for seeking wider views to bring to the table – discussion papers will be circulated in advance and can be shared, with discretion e.g. limited circulation, not published.

- Airlines BAR UK, BATA & IATA coordinating
- Airports – AOA coordinating
- Community groups – AEF coordinating
- LAs - SASIG & Local Authorities Aviation Noise Council TBC
- ANSPs - NATS + one other TBC
- Express industry – AICES coordinating
- GA – AOPA & GA Alliance coordinating
- CAA

Plus one rep from each

- AEF
- Sustainable Aviation - Peter O’Broin coordinating
- Regional and Business Airports Group TBC
- Passenger org TBC

## **Item 10: Appendix B**

### **DfT Airspace and Noise Policy Introductory Document**

As presented by the DfT to SASIG Chair's Advisory Group on 4 February 2016

#### **Who is in charge of noise and airspace decisions?**

- ▶ Explore the need to improve transparency over definition of airspace change, including taking into account permanent and planned procedural changes made by ANSPs.
- ▶ Explore a more strategic function for the Secretary of State on airspace decisions (similar to the planning system) underpinned by clear guidance on triggers.
- ▶ Review NPRs at the designated airports.

#### **Is the CAA properly tasked to take the right decisions on airspace?**

- ▶ Support CAA on CAP725 review.
- ▶ Review CAA's air navigation objectives – transparency, impact analysis.
- ▶ Review the need for new statutory guidance -
  - ▶ incorporating environmental guidance.
  - ▶ transparent and evidence-based.
  - ▶ guidance on how the range of environmental impacts should be taken into account.

#### **How can we be sure that noise is properly taken into account?**

- ▶ Set up an Independent Aviation Noise Authority - mandatory role in airspace change process and has a role in designing noise envelopes, and designing and administering any noise levy.
- ▶ IANA could also provide best practice guidance, undertake research, be a back-stop in mediating high-level disputes and auditing/quality assurance.

#### **Is policy on airspace design robust to technology and other changes?**

- ▶ Review guidance on concentration/Respite –
  - ▶ Local circumstances dictate approach so that most appropriate solutions can be employed.
  - ▶ Concentration likely to remain appropriate in many circumstances.
  - ▶ Support consideration of options for multiple routes where locally necessary - address acute negative impacts or for operational reasons.
- ▶ Work with CAA to explore appropriate metric to determine the impacts of concentrated overflight to help calibrate these decisions.
- ▶ Consider revising compensation policy/guidelines to reflect impact of concentrated flight paths and changes to airspace affecting new people – draws on metric, above.
- ▶ Consider ongoing Government engagement mechanisms

#### **How do we assure Government's role in airport noise is proportional? And who do we appoint as competent authority for EU regulation on noise-related operating restrictions?**

- ▶ Government will appoint a competent authority for [EU Regulation 598/2014](#) to oversee the process for introducing operating restrictions.
- ▶ Create a framework for dealing with noise that is consistent across all airports
  - ▶ For non-designated airports, controls agreed locally
  - ▶ Government ensures Balance Approach is followed
  - ▶ Noise controls (including night flights regime) continue to be set at designated airports, but view to de-designating once IANA and competent authority settle in